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"Tell me," she whispered, "are you the Romeo in the cast?"

Have you met Bonnie May, the lovable little heroine of Louis Dodge's novel?

"A very human serial," says the New York Evening Sun.

Scribners

The April number is on the newsstands

unconscious, and was carried overboard by the sea, the doctor replied.

"Mrs. Baldwin was in a cabin on the lower deck, just under where we were and right in the path of the torpedo, and she was killed nearly eight hours after the torpedoing, but at no time did I see or hear of Mrs. Baldwin. I feel sure she was knocked unconscious by the explosion and her body washed out of the cabin. If living, she would certainly come and search for her husband and daughter."

"One of my fellow passengers," said Miss Hale, "was a young American, Dr. Penfield. He was badly injured by the explosion, one of his legs being broken. He made no complaint, but as he lay on the deck he gave directions to those around engaged in first aid work."

"One young Frenchman was certainly killed by the explosion, but for the doctor's help. He showed me how to hold a severed artery in the poor fellow's head with my thumb and so stop the bleeding. I held the artery for two hours, at the end of which time the doctor came and cut the artery. He saved the life of a French girl whose leg was terribly hurt. I believe between fifty and a hundred persons were killed or drowned when the explosion occurred. I don't know whether there were any Germans on board, but immediately after the explosion I heard a guttural voice behind me exclaim 'Mein Gott in Himmel!'"

"I was so dazed by the shock I didn't look around for a minute, and so I do not know who uttered the exclamation in German."

Two Americans, G. H. Crocker and W. G. Penfield, who were badly injured in the explosion and removed to the hospital at Dover in an unconscious state, were taken yesterday afternoon by C. T. Crocker, a cousin of one of the injured men. He found G. H. Crocker still unconscious, but it is hoped at the hospital that he will soon show signs of improvement. Penfield has recovered consciousness. The injury to his head is not as severe as at first feared, and the doctors now consider that his fractured leg is the worst injury.

Miss Hale also declared that the captain of the Channel steamer Sussex expressed the opinion that his vessel was struck by a torpedo, as "he saw its white streak." Miss Hale thinks, however, the disaster was caused by a

Fifteen Killed in Salon.

"We were about half way across," said Miss Hale, "when we were struck. The sea was quite smooth. I think there must have been barely one hundred persons lost and injured. I should say ten or twelve of this number were Americans."

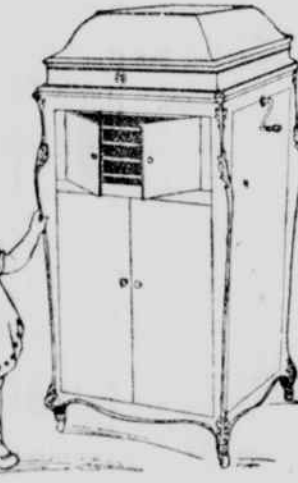
"The explosion occurred in the bow, and had it been in the centre of the ship the loss would have been terrible. As it was, nine of the fifteen men in the salon were killed. Among those who lost their lives was a Persian prince who had just been joking about his 'safety waistcoat' when he was flung into the sea. A French officer's son who was going to the front had both legs cut off."

"We all did what we could to help the injured. It was ten hours before help arrived."

Donald Harper, an American lawyer in Paris and a member of the firm of Boardman & Platt, of New York, who has represented Professor Baldwin as legal counsel, has sent a man to Boulogne to establish the fate, if possible, of Professor Baldwin and the members of his family or to identify the bodies eventually.

No news has been received from either Professor Baldwin, his wife or daughter at the Baldwin home here, where the maid in charge had received many inquiries, but was not able to

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John Wanamaker

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ENRIQUE GRANADOS.



Spanish composer, author of opera "Goyescas," who, with his wife, is reported lost in sinking of steamer Sussex.

issue for the benefit of the European belligerents the statement of its position regarding submarines and armed ships until after the facts regarding the Englishman and the Sussex are known.

Awaiting Tubantia Facts.

The State Department also is awaiting with some anxiety information concerning the sinking of the Dutch liner Tubantia. As far as is known here, divers still are investigating the wreck in an effort to determine the cause of the disaster.

Affidavits regarding an alleged torpedo attack upon the French liner Patria still were being considered by Secretary Lansing today. It is considered unlikely that action will be taken in this case until after additional details regarding the Sussex and the Englishman are received.

The Senate Foreign Relations Committee has an appointment to confer with President Wilson tomorrow. It is believed that the general submarine question will be one of the topics of discussion.

The affidavit received from Ambassador Page, which gives a vivid account of the Sussex disaster, was signed by Edward S. Huxley and Francis E. Drake, both of New York, and reads as follows:

"At 5:05 o'clock, when we were about an hour and a half from Folkestone, we were seated on the deck talking, a little less than halfway back on the starboard side. Without the slightest warning there occurred a loud roaring explosion. Wreckage and tons of water were thrown into the air higher than the masts, and the water came down on the boat as far back as the stern."

Harve of Explosion.

"We went forward and saw the entire forward part of the ship, including part of the bridge and the forward mast, gone. Some men and women jumped overboard at once and we saw them, and saw them to them. We then went to help the women into the lifeboats and afterward to help the wounded out of the debris. We saw at least fifteen severely wounded and help five ourselves. Among these were Dr. Penfield and Miss Baldwin."

"Altogether six boats were launched. One of them capsized with its passengers. We supposed twenty-five or thirty people were lost in this boat. We lowered one boat ourselves. Of the remaining five boats, three were filled with passengers and standing off 100 yards. Of the other two, one was nearly full of water and contained only five men. We did not see the sixth boat. We know of only three Americans who got into the lifeboats, Mr. and Mrs. Baldwin and Miss Baldwin."

"After ten minutes of watching we decided that, as the ship was apparently not sinking, we would stay with her. After the small boats had been standing by for an hour they were hailed and the people brought back on board. About dusk a sailing vessel, three miles away, which had been standing by for some time, was hailed by rockets and waving of blankets. At least thirty exploding rockets with colored flares were sent up, but the ship continued on her course and disappeared in the distance."

"The wireless remained intact, though the operator said it was very difficult to receive because the forward mast was gone and the antennae were loose. The boilers remained intact, as we could see the steam from them, and the electric lights burned until we left the ship."

Rescued by French and English.

"At 11:30 a French steamer came up and took off the women and children and half the men and Miss Baldwin, who was unconscious. Then four or five boats came up, and we, with the remaining passengers, were taken on a British ship. With us there were seven wounded, five men and two women. One man died on the way to England. Five dead were left on the hull, but apparently there was no American among them."

"We arrived in England at 4:50 a. m. and the wounded were transferred to a nearby hospital."

"The first officer (at least, a commissioned officer) of the rescuing British ship told us that the captain of the Sussex reported to the captain of the British ship that he saw clearly the wake of a torpedo. He pointed his helm hard, and in a few seconds longer would have escaped it."

"No lifeboats were given to the passengers and we found them without difficulty after the explosion had taken place. In our opinion, the explosion took place about fifty feet from the bow and apparently on the starboard side."

"We solemnly swear that the above statement is true, to the best of our knowledge and belief."

Metal in Tubantia Boats

from Torpedo, Say Dutch

The Hague, March 26.—The Ministry of Marine has issued a statement regarding the results of tests at the torpedo workshops at Amsterdam of a piece of bronze which was found in one of the lifeboats of the steamship Tubantia, sunk March 16. The bronze was shaped like the letter "S." Its length was 250 millimetres, width 83 millimetres, thickness 5 1/2 millimetres. "It showed high tensile strength," says the statement, "inducing the belief, and also judging by its shape and color—that it belonged to the air chamber of a torpedo."

"The origin of seventeen other smaller pieces of metal found is uncertain."

Amsterdam to the "Nieuw Rotterdam Courant."

MOTHER SAVED WITH DAUGHTER

Mrs. E. B. Hilton and Edna Hilton, of This City, Sussex Survivors.

PARTED ON STEAMER, MET IN FEW HOURS

Lifeboats of the Liner Described as in Bad Condition and Badly Managed.

Paris, March 26.—Survivors from the Sussex who reached Paris from Boulogne to-night included Mrs. Edward B. Hilton, of New York, and her daughter Edna. Separated when the explosion occurred, mother and daughter had the good fortune to meet a few hours later. Mrs. Hilton had remained aboard the ship, while her daughter jumped from the deck into one of the lifeboats and was picked up by the French warship Marie Lermoy.

"I was reading in the dining room when I was startled by an explosion," said Mrs. Hilton. "We knew what had happened, but whether the crashing in of the forward part of the Sussex was due to a submarine or a mine I cannot say. Throwing down my book, I hastily sought mother, who was on deck, but for a moment I was not able to locate her. A few minutes afterward I got what I thought might be a last glimpse of her, recognizing her among a lot of excited passengers."

"I motioned her to come to where I was standing on deck and where a lifeboat had just been lowered. Either she did not see me, or in the confusion was prevented from joining me. Anyway, the people who were getting into the lifeboat shouted for me to come. The lifeboat was for me to go was to jump from the deck, which I did."

Lifeboats in Poor Condition.

"The lifeboat was not all that might be desired from the standpoint of safety, as I soon discovered. It had holes in it and began to fill slowly. Using the dory hat of one of the men, I did all I could to help bail it. Nevertheless, from the time we entered until we were rescued the lifeboat contained water up to our knees."

"Not only were the lifeboats insufficient in number, but they were unseaworthy and badly managed. In launching some of them capsized and the occupants were thrown out. I saw one Italian woman drowned. There were only four or five lifeboats, and these were largely filled with men."

"The sight on deck before I jumped into the boat was extraordinary. Persons who had been struck by bits of wreckage caused by the explosion were going about covered with blood. Brushing against them, my hands and face likewise became bloodstained, although I myself was not injured. Later, a few minutes after we were rescued, I saw a number of persons who were blackened with powder. I did not at the time feel any ill effects from my jump, but I do ache now."

"I shall never forget the scene as we drifted about in the open boat."

Mrs. Hilton paid a tribute to the coolness of several Americans and Englishmen when the Sussex was struck. These men rendered invaluable aid to others.

TORPEDO MISSED LOCAL RESIDENTS

All but One of New Yorkers Saved from the Sussex.

J. D. ARMITAGE IS SLIGHTLY INJURED

Many Manhattanites Connected with French Hospital Work.

Through a cable message received yesterday by Dudley Harde, a brother of the Misses Dr. Edna and Lillian D. Harde, survivors of the steamer Sussex, it was learned that both of the women were safe in Paris.

Dudley Harde, at his home, 341 Central Park West, told a Tribune reporter that his sisters left New York about a month ago, having been here resting from a long siege in France, where they were both engaged with the American Red Cross. Dr. Edna Harde was a practicing physician both in New York and Paris, and left this country five years ago with her sister to further her research work. While abroad the war broke out and the doctor initiated her services with the French army. The work was so strenuous that a vacation was planned, and both sisters came back on a visit to their brother. Their official residence is Paris.

Among the other survivors is a Mrs. Clarence Handyside, wife of an American actor who appeared in vaudeville here for some time. They resided at 255 West 108th Street, but left a week ago for a trip abroad, as Mrs. Handyside's health was poor.

Among the other names is one of Gertrude L. Barnes, whose residence was given as 224 West Fifty-second Street. At that address a woman who says she was Miss Barnes named in the cable dispatch, and said she had received twenty telegrams and hundreds of telephone communications, all of which was very annoying to her.

Myron C. Taylor, president of the firm of Taylor, Armitage & Co., of 345 Broadway, said last night at his home, 16 East Seventy-third Street, that he had received a cable message from his partner, J. Dickinson Armitage, saying that he was safe, but had received slight injuries.

Mr. Taylor said he cabled for further advice, but up to a late hour last night had received no answer. Mr. Armitage is treasurer of the firm.

C. T. Crocker, Jr., of Framingham, Mass., is the twenty-two-year-old son of C. T. Crocker, of the Crocker-Burnbank Paper Company, of Framingham, Mass. He was on his way to join the

ADVERTISEMENT.

3 SAFETY

The importance of liquid assets

THE size of a Trust Company's or Bank's assets is but one indication of its real strength.

Part of the funds received are held in cash—the greater part invested. Some investments are liquid. Others not.

Liquid investments or assets are those which sell or can be converted promptly when funds are needed.

As a rule little is heard about the safety of a bank until money "gets tight." Then the real test comes.

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COLUMBIA TRUST COMPANY

horse ambulance of the Blue Cross Society.

Wilder C. Penfield, a passenger on the ship, was a member of the Princeton football team in his senior year, 1913, and went to England as a Rhodes scholar soon after graduation.

With him was Daniel Sargent, twenty-five, of Wellesley, Mass., who was class orator at Harvard in 1912 and editor of "The Crimson." After leaving Harvard he studied law and was on his way to join the American Ambulance.

(By Telegram to The Tribune.)

Pittsburgh, Penn., March 26.—"I am safe in Paris," was the welcome news received to-day by Mrs. J. D. Culbertson, sr., of The Gables, Sewickley, from Tingle W. Culbertson, her son, who was among the Americans on board the Sussex, sunk in the English Channel last Friday. Mr. Culbertson is well known throughout the Sewickley Valley.

He left his home two weeks ago to go to Paris, to aid the Red Cross. He is connected with the National Tube Company, of which his father was treasurer until his death two years ago. Mrs. Culbertson has been in Atlantic City, and returned last night. She was in doubt regarding her son's fate till the arrival of the cablegram.

Sussex Struck Without Warning, Lansing Told

Washington, March 26.—The explosion which damaged the English Channel steamer Sussex, upon which twenty-five American citizens had taken passage, occurred "without the slightest warning," according to stories told today to the State Department.

It also declared one of its lifeboats launched after the explosion had capsized, throwing its occupants into the sea. None of the five bodies left on the Sussex was that of an American. Two survivors, Drake and Huxley, said so far as they knew only three Americans reached lifeboats. Fifteen passengers, Drake and Huxley also, were severely injured. They believed several Americans to be lost.

THINKS SHACKLETON MEN IN NO DANGER

Amundsen Says Party at Ross Sea Base Can Get Game.

London, March 26.—A Central News dispatch from Christiania quotes Captain Roald Amundsen, the Norwegian explorer, as having said that the members of the Shackleton party who were stranded at the Ross Sea base by the breaking away of the auxiliary steamer Aurora were in no danger of starvation, as there was an abundance of game to be had there.

A Reuter dispatch from Wellington, New Zealand, says that Premier Massey has received the following wireless message from J. R. Stenhouse, chief officer of the Aurora:

"The Aurora is proceeding to Port Chalmers, New Zealand, in a disabled condition as a result of her enforced ten months' drift in the ice from winter quarters."

The Premier replied with the assurance that a cordial welcome was awaiting the Aurora. The government is considering the advisability of sending a steamer to assist the Aurora.

Sydney, N. S. W., March 26.—It is generally believed here that a relief expedition to give succor to Lieutenant Sir Ernest Shackleton and his band of Antarctic explorers, who are due at the Ross Sea base, will be imperative.

No further news has been received from the auxiliary ship Aurora, which was to have taken the party on board in Ross Sea and which is proceeding to New Zealand for repairs.

The New Zealand government is preparing to welcome home the Aurora, which is on the way to Wellington.

ANOTHER BRITISH SHIP SUNK

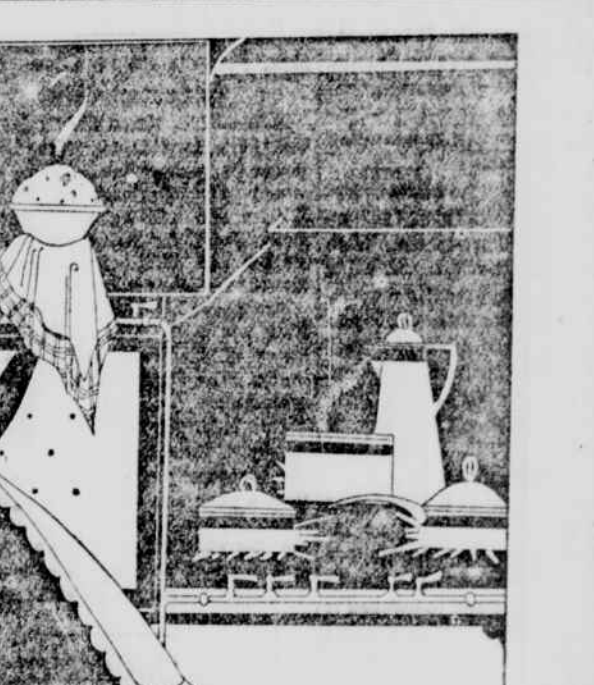
The St. Cecilia, from Portland, Lost, but Her Crew Saved.

London, March 26.—The British steamer St. Cecilia, from Portland, Me., March 11, for London, has been sunk, according to a dispatch to Lloyds from Dover. The crew was saved.

Paris, March 27.—Based on the official statement of the Minister of Marine that the steamer Sussex was the victim of a torpedo attack, "Le Temps" prints an editorial in which it refers to "the forbearance of the neutral countries," but adds:

"It is not likely that President Wilson will be content in the presence of the latest German defy with the dilatory explanations which Germany has employed in order to leave unsolved for months the Lusitania question."

The paper also says: "If the resignation of von Tirpitz had aroused on the other side of the Atlantic the hope of attenuation of Germany's submarine war, these illusions are of short duration."



Springtime Days Bring Thoughts of the Kitchen

WE ARE now having a forerunner of the warmer weather that is to come. Housecleaning and the new home are in our minds.

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Tel. Harlem 3335

No. 281 Lenox Avenue
Tel. Morningstar 120

No. 173 Hunter Avenue
Long Island City
Tel. Astoria 1038

No. 32 West 125th Street
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A Notable Anniversary

The Harriman National Bank attained its Fifth Birthday Anniversary on March 20th, 1916. The story of its growth is admirably told by the graphic illustration of its increase in deposits, exhibited in the following chart:

1911	1912	1913	1914	1915	1916
\$4,151,000	\$10,637,000	\$14,282,000	\$17,507,000	\$21,156,000	\$30,221,000

*Temporary effect upon deposits as discussed in May.

The table of deposits appended shows in round numbers the increase year by year in the business of the Harriman National Bank:

March 20, 1911 (Date of Charter)	\$4,100,000
March 20, 1912 (First Anniversary)	10,600,000
March 20, 1913 (Second Anniversary)	14,200,000
March 20, 1914 (Third Anniversary)	17,500,000
March 20, 1915 (Fourth Anniversary)	21,100,000
March 20, 1916 (Fifth Anniversary)	30,200,000

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SAFE DEPOSIT VAULTS OPEN FROM 8 A. M. TO MIDNIGHT